

CALIFORNIA HIGH-SPEED RAIL AUTHORITY

MONTEBELLO OPEN HOUSE



November 18, 2010

Overview



- ❖ Welcome/Introduction
- ❖ Project benefits and funding
- ❖ Environmental process overview
- ❖ Alignment options
 - Los Angeles to Anaheim
 - Los Angeles to San Diego
- ❖ Opportunities for feedback

California High-Speed Trains



- Approved by voters in 2008
- Largest public transportation project in U.S. history
- First high-speed train project in the U.S.
- San Francisco to Los Angeles in 2 hours 40 minutes
- Passenger Service from San Francisco to Los Angeles by 2020



Why We Need It

Jobs

- 600,000 full-time, one-year, construction-related job-equivalents
- 5,000 permanent operations and maintenance jobs
- 450,000 indirect economy-wide jobs by 2035

Mobility

- "Economic power is how fast you move people and goods around the state." Gov. Arnold Schwarzenegger, January 15, 2008.

Environment

- Reduced greenhouse gases
- AB 32: California's 2006 landmark legislation to reduce greenhouse gas emissions 25% by 2020



Why We Need It

Status quo is not an option

Population Growth

- California's population now: 38 million By 2035: 50 million

We can build...

- New freeways, airport runways and more departure gates to address our expected population growth
- or*
- 800-mile high-speed train system, powered by 100% renewable electricity generated by clean wind and solar energy



Southern California- Why Here?



In Los Angeles County, the California High-Speed Train project will :

- Create **54,800** jobs by 2020; **96,300** jobs by 2035*
- Infuse an additional 2%-4% into the region's economic growth annually*
- Add \$348 million per year to tax revenues by 2020*
- New visitors will help bring at least \$360 million per year of new spending in the downtown LA area (US Mayor's Report)
- Every day 6,500 California residents will come to downtown LA for business and entertainment instead of going outside of California

(US Mayor's Report)



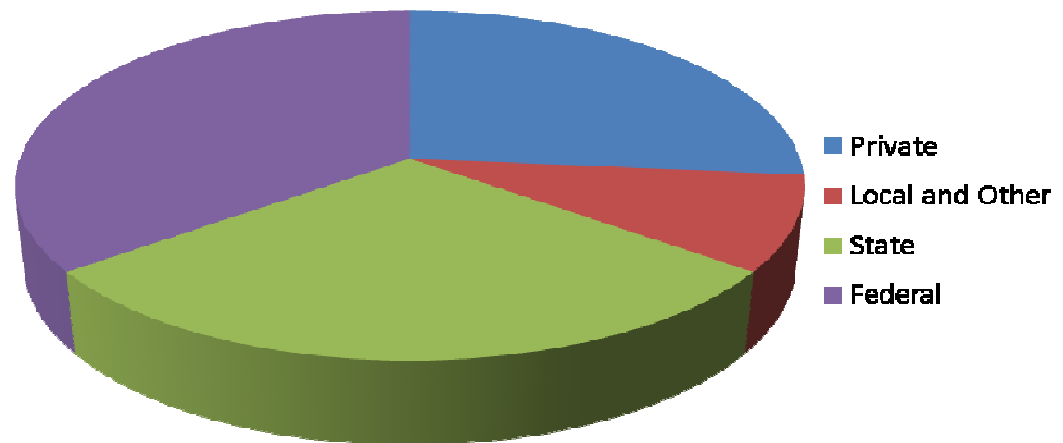
***Source: Unlocking the Gridlock in Los Angeles County's Transportation System:
The Local Economic Benefits of High-Speed Rail**

Funding



Projected overall cost: \$42.6 billion

- California Funding: \$9B
- Federal Funding: \$17-19B
- Local Funding: \$4-5B
- Private Investment: \$10-12B

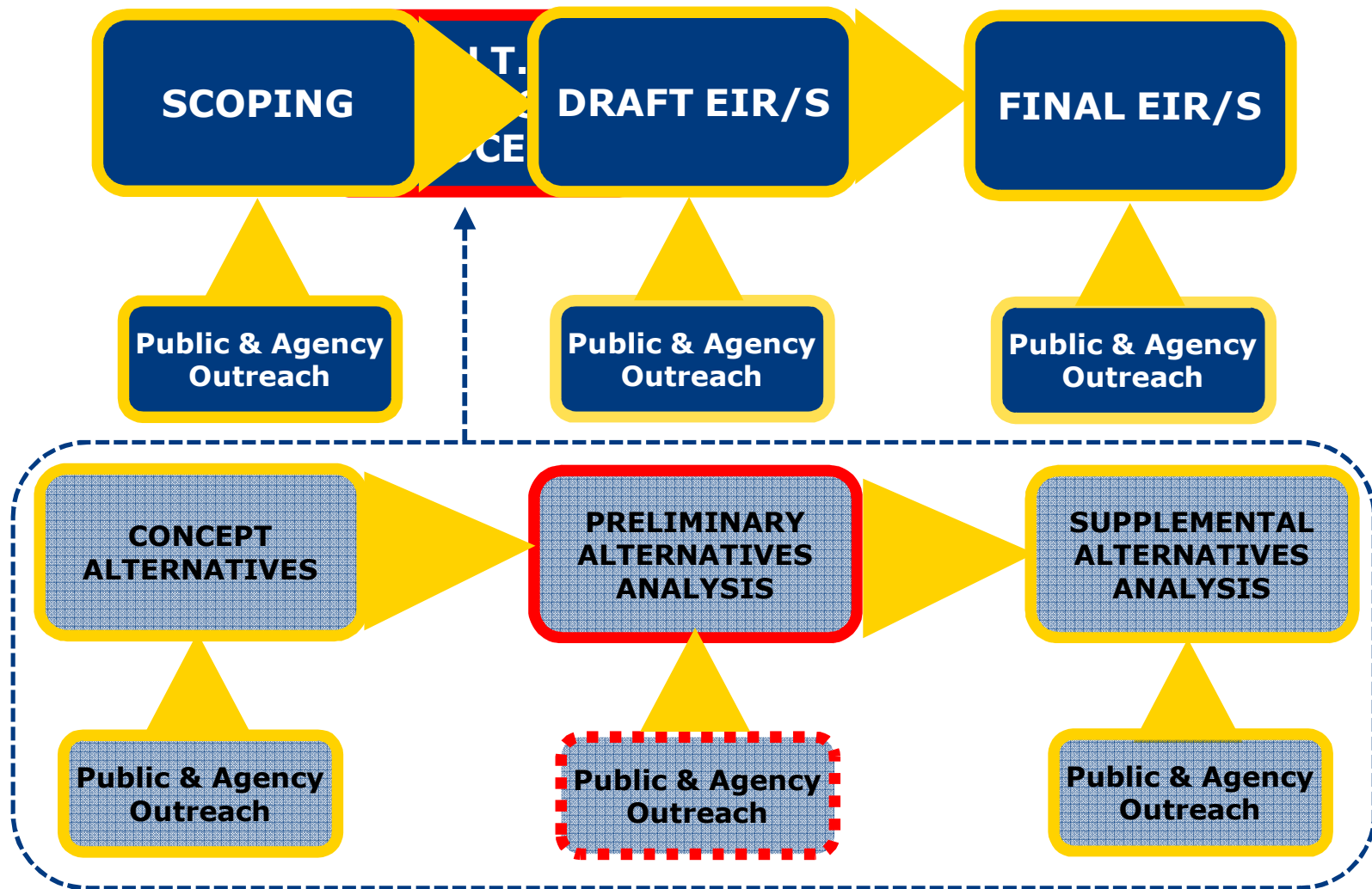


Environmental Process



- State and Federal Requirements
 - National Environmental Policy Act (NEPA)
 - California Environmental Quality Act (CEQA)
- 2005 Statewide Environmental Analysis
 - Compared HST project alternative to a no HST project alternative and modal alternatives (expanding highways and airports): High-speed train project was determined to be the preferred alternative
 - Reviewed benefits and impacts of high-speed train from San Francisco / Sacramento to San Diego
- Current Environmental Process
 - Evaluating and narrowing potential alignment and station locations
 - Analyzing the potential local benefits and impacts of the high-speed train

Environmental Review Process



Environmental Process

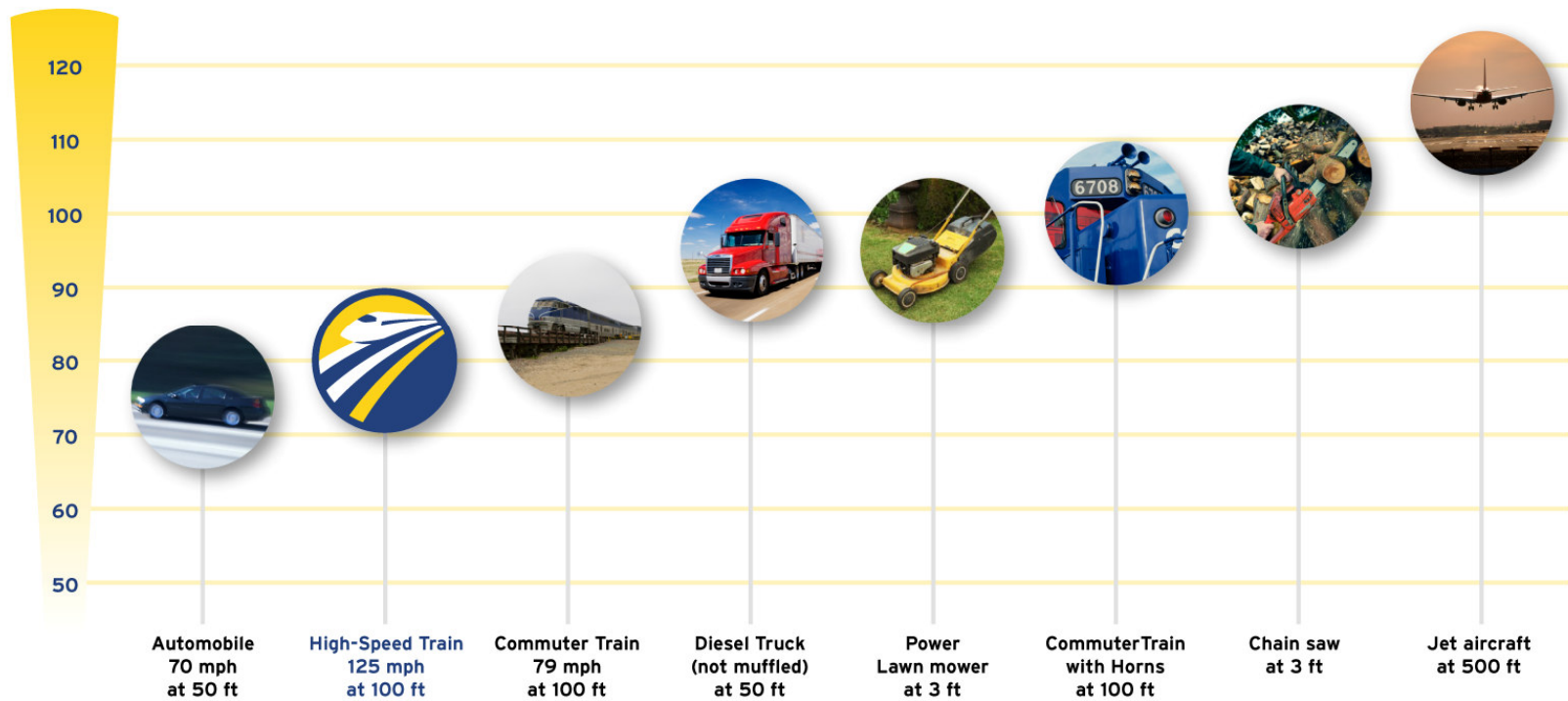


More than 15 environmental factors being reviewed, including:

- Traffic
- Sound
- Changes to communities/neighborhoods
- Historic resources and parks
- Displacements and relocations
- Disruption during construction

HOW DOES THE SOUND FROM HIGH-SPEED TRAINS MEASURE UP?

Maximum level
in decibels



LOS ANGELES TO ANAHEIM

COMMITMENT TO SOUND MITIGATION

Operations

- In major urban areas (Bay Area, Los Angeles and San Diego) high-speed trains will mostly run at speeds of **125 mph or less**
- High-speed trains won't have scheduled passenger service between midnight and 5 a.m.
- Grade-separated system will **eliminate the need for blaring horns**

Technology

- Newer high-speed trains **quieter than earlier models** and conventional trains
- Electrically powered, **no noisy diesel engines**



Rhine River Viaduct, Germany



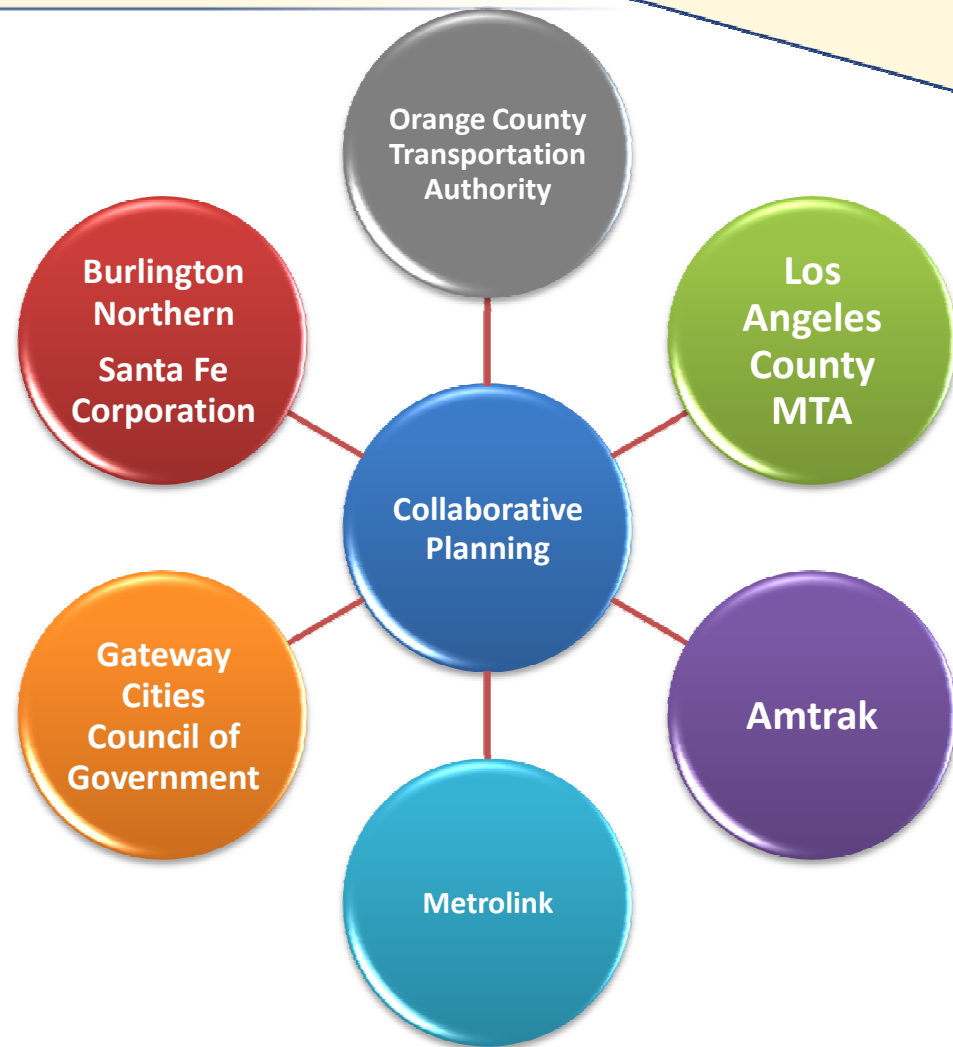
SCNF High-Speed Train System, France

LOS ANGELES TO ANAHEIM

Where Are We Now

Transitioning from Planning to Implementation

**Developing
collaborative
planning
agreements
with regional
governments**



**CALIFORNIA
High-Speed Rail**

Los Angeles to Anaheim Study Area

- Parallels the existing Los Angeles-San Diego (LOSSAN) Passenger Rail Corridor
 - 2005 Statewide Level EIR/EIS
- Secured Corridor
 - Grade separations at rail and road interfaces
- Studying dedicated and shared track options
- Operating speed of up to 110 mph between Los Angeles and Anaheim

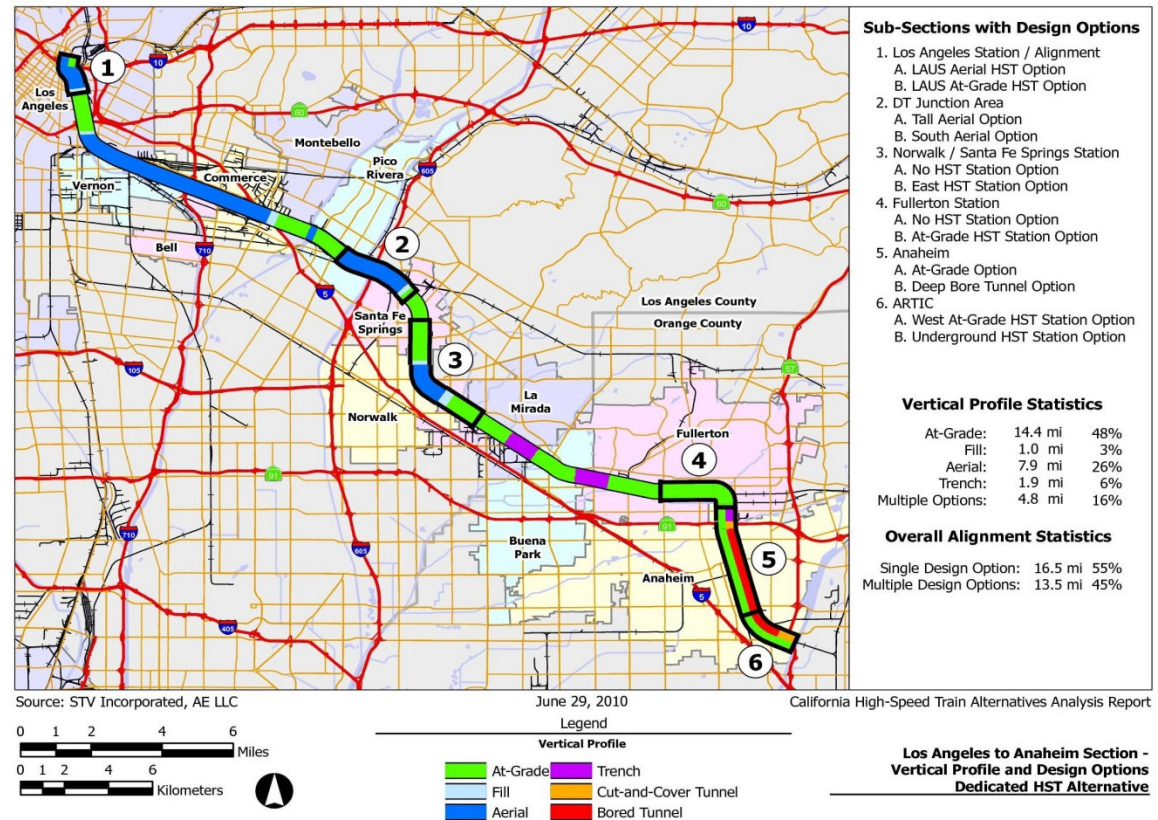


LOS ANGELES TO ANAHEIM

Dedicated HST Alignment

2 Dedicated
HST Tracks

4 Other
Tracks for:
Amtrak
Metrolink
BNSF



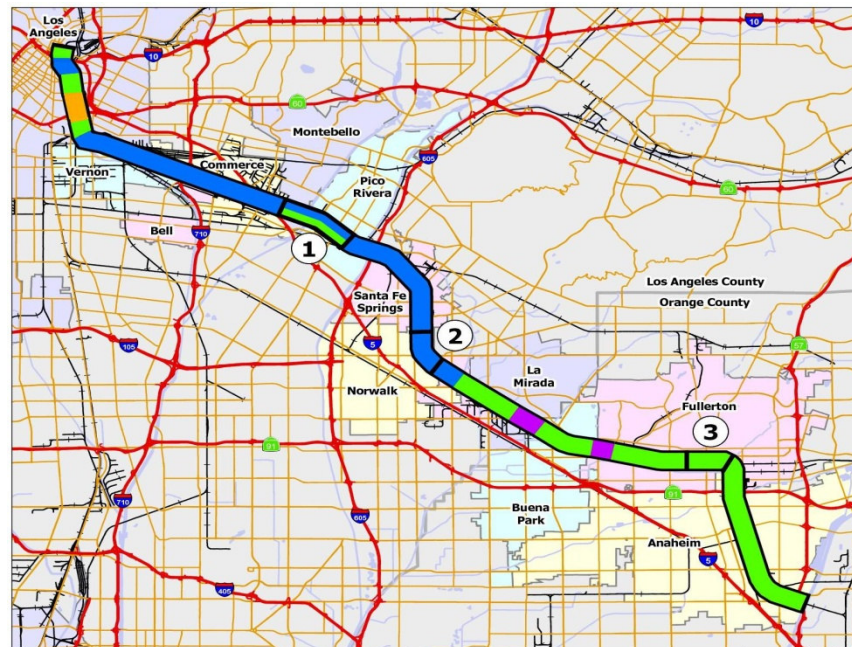
LOS ANGELES TO ANAHEIM

Consolidated Shared-Track Alternative

2 Passenger-Only
Tracks for:
HST
Amtrak
Metrolink

3 Other Tracks for:
Amtrak
Metrolink
BNSF

Improvements for
all corridor
operators



Sub-Sections with Design Options

1. Montebello / Pico Rivera
 - A. At-Grade
 - B. Aerial
2. Norwalk / Santa Fe Springs Station
 - A. No HST Station Option
 - B. North HST Station Option
2. Fullerton Station
 - A. No HST Station Option
 - B. Aerial HST Station Option

Vertical Profile Statistics

At-Grade:	15.2 mi	50%
Aerial:	10.9 mi	35%
Trench:	1.4 mi	5%
Cut & Cover:	.9 mi	3%
Multiple Options:	2.1 mi	7%

Overall Alignment Statistics

Single Design Option:	26 mi	85%
Multiple Design Options:	4.5 mi	15%

Source: STV Incorporated, AE LLC

June 29, 2010

California High-Speed Train Alternatives Analysis Report



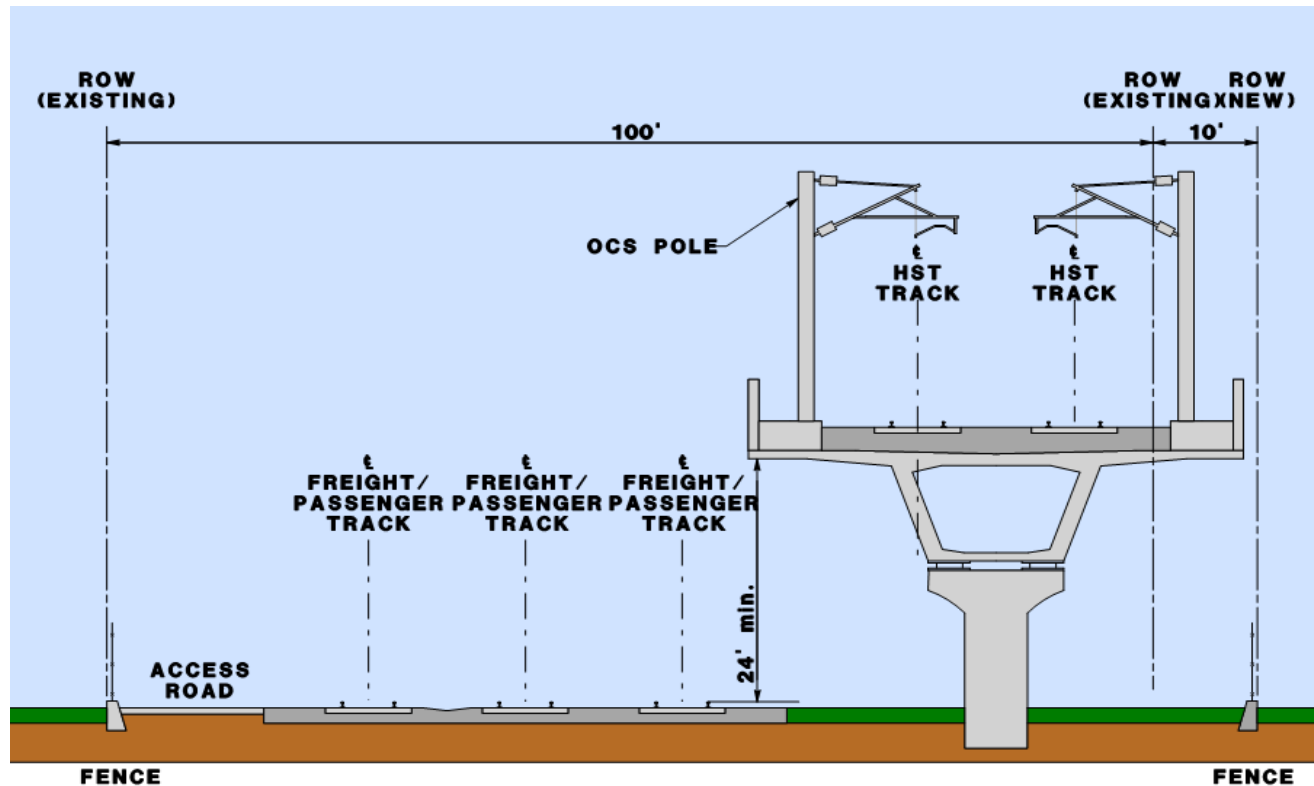
Vertical Profile Legend



Los Angeles to Anaheim Section - Vertical Profile and Design Options Consolidated Shared-Track

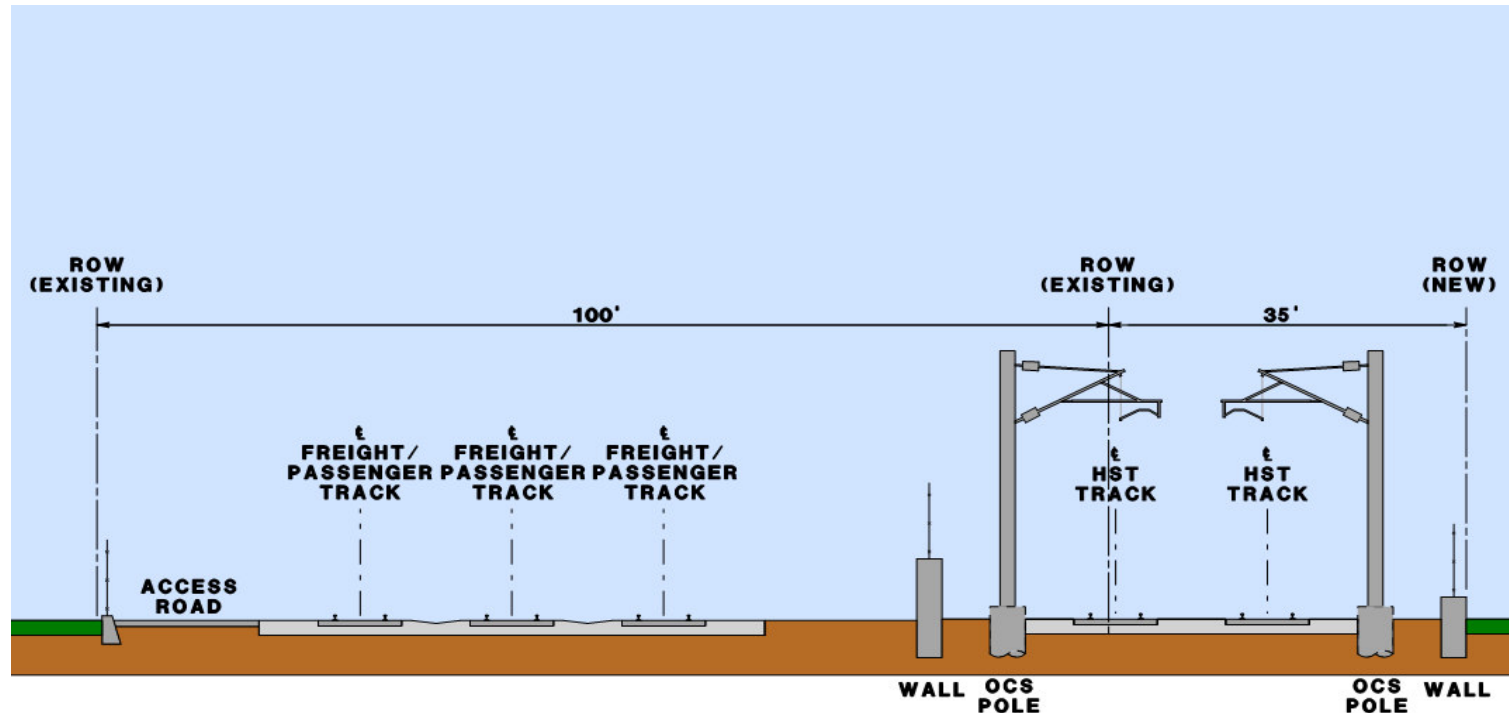
LOS ANGELES TO ANAHEIM

Consolidated Shared-Track Alternative-Aerial



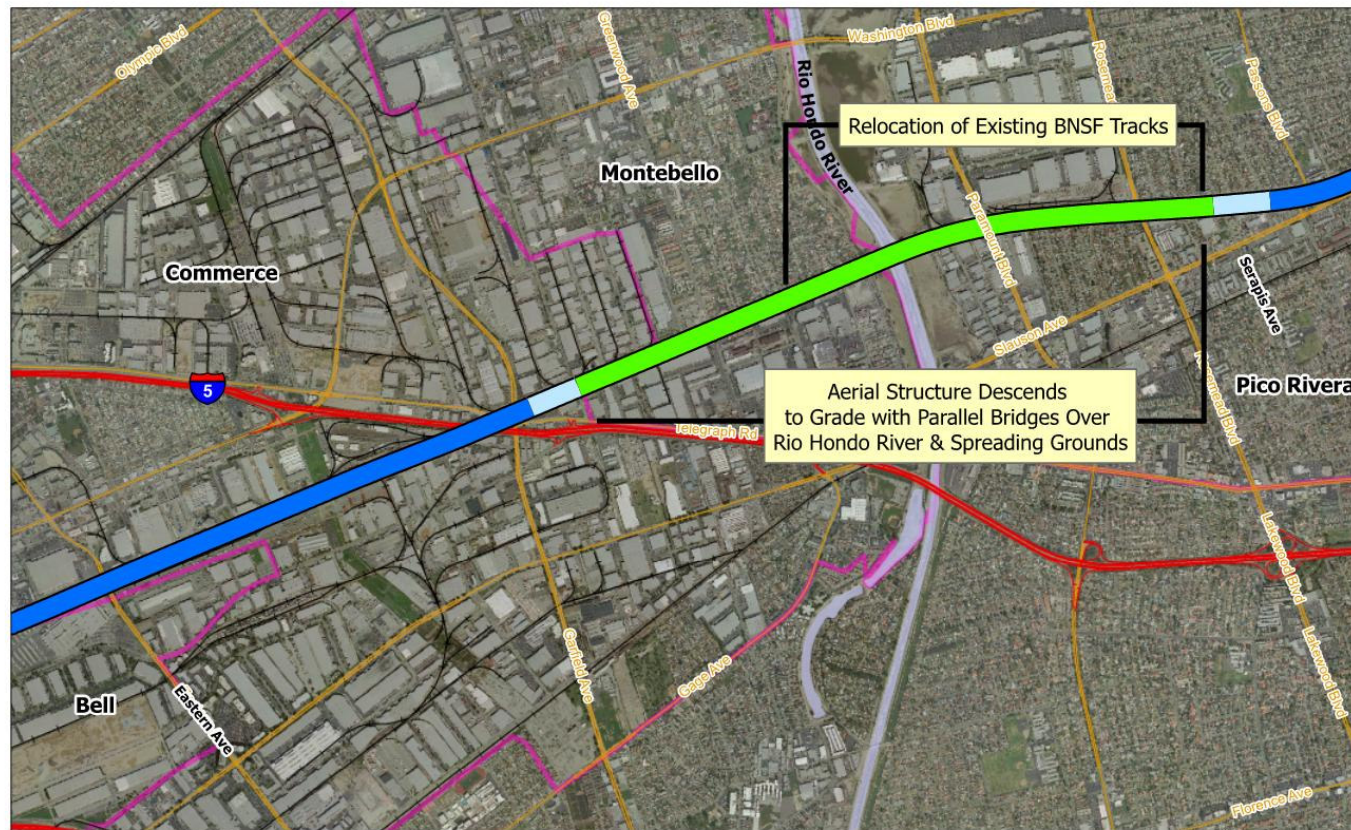
- Minimizes ROW takes by putting HST tracks above existing tracks
- Additional potential impacts from aerial structures

Consolidated Shared-Track Alternative – At-Grade

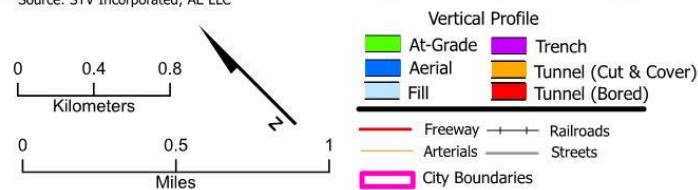


- At-grade configuration possible in areas with wider ROW
- Narrower width than Dedicated HST Alternative – Five tracks instead of six

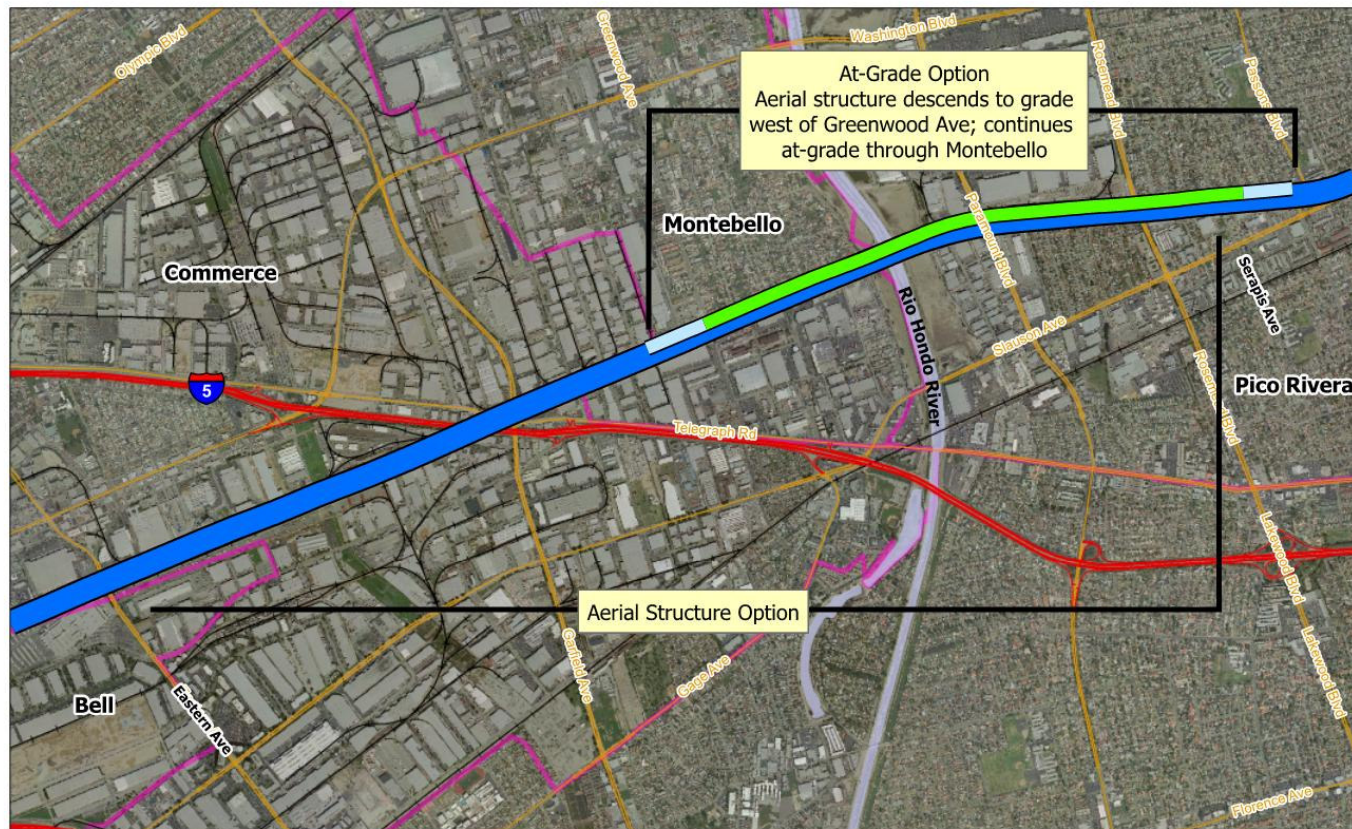
Montebello Alignment- Dedicated Track



Dedicated Alternative
November 03, 2010

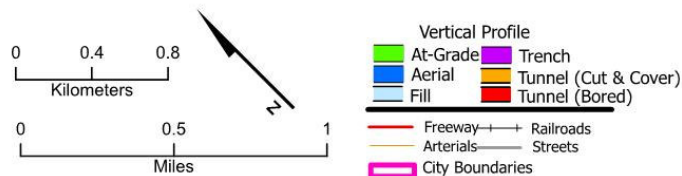


Montebello Alignment- Consolidated Shared Track



Source: STV Incorporated; AE LLC

Consolidated Shared Track Alternative
November 03, 2010



Visual Simulation- Dedicated Track



Greenwood Boulevard

Visual Simulation- Consolidated Shared Track



Greenwood Boulevard

LOS ANGELES TO SAN DIEGO VIA INLAND EMPIRE SECTION



- ❑ **170-Mile Corridor**
 - ✓ 515 miles of Alternatives
 - ✓ 801 miles, including Design Options
- ❑ **8 Stations**
 - ✓ 18 candidate sites
- ❑ **3 Caltrans Districts**
 - ✓ Districts 7, 8 and 11
 - ✓ Unique interface opportunity
- ❑ **4 Counties (TWG per county)**
 - ✓ LA, SB, RIV, SD
- ❑ **Nearly 100 Cities**



A map of California with a red line indicating a route from Los Angeles in the north to San Diego in the south. The route passes through Murrieta. A compass rose is located to the left of the map, pointing North.



SR-60 Typical Section

November 1, 2010

Get Involved!



- Get Involved – Public Participation Matters!
 - Review Draft EIR/EIS
 - Attend public hearings
 - Provide written and verbal comments
 - Schedule a presentation with your community or business group



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